

PAUL WOJNO

10TH DISTRICT
P.O. BOX 30036
LANSING, MI 48909-7536
PHONE: (517) 373-8360
TOLL-FREE: (855) 347-8010
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senpwojno@senate.michigan.gov



**THE SENATE
STATE OF MICHIGAN**

COMMITTEES:

JOINT COMMITTEE ON
ADMINISTRATIVE RULES (CHAIR)
ELECTIONS & ETHICS (VICE CHAIR)
LOCAL GOVERNMENT (VICE CHAIR)
CIVIL RIGHTS, JUDICIARY & PUBLIC SAFETY
HEALTH POLICY
REGULATORY AFFAIRS
TRANSPORTATION & INFRASTRUCTURE

May 4, 2023

Mr. Brad Wieferich, Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich:

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

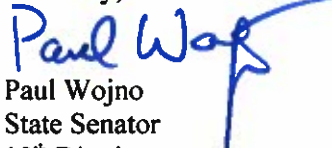
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On January 13, 2021, Detroit BSEED, Detroit Police and Fire, Homeland Security, and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks, with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,


Paul Wojno
State Senator
10th District



1ST DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514
PHONE: (517) 373-0154
FAX: (517) 373-6094
TyroneCarter@house.mi.gov

MICHIGAN HOUSE OF REPRESENTATIVES

TYRONE A. CARTER

STATE REPRESENTATIVE

DETROIT CAUCUS CHAIR
COMMITTEES:
REGULATORY REFORM (CHAIR)
CRIMINAL JUSTICE
JUDICIARY
MILITARY, VETERANS,
AND HOMELAND SECURITY

April 21, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write today in support of the Detroit International Bridge Company's (DIBC) application regarding certain hazardous material routing designations in Wayne County and urge the Michigan Department of Transportation to approve this application. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

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The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge, rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to approve the new routing designations.

Sincerely,

Tyrone Carter
State Representative
1st District



20TH DISTRICT
P.O. BOX 30036
LANSING, MI 48909-7536

MICHIGAN SENATE
ARIC NESBITT
SENATE REPUBLICAN LEADER

PHONE: (517) 373-0793
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senanesbitt@senate.michigan.gov
www.SenatorAricNesbitt.com

May 16, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

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The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,



Aric Nesbitt
State Senator
District 20



We create chemistry

May 8, 2023

Brad Wieferich
Acting Director
Michigan Department of Transportation
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909

Troy Hagon
Director and STC Adviser
Michigan Department of Transportation
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909

Re: Imminent closing of the Detroit-Windsor Truck Ferry and the Ambassador Bridge request to lift certain hazardous material restrictions.

Dear Messrs. Weiferich and Hagon:

BASF Corporation is a global manufacturer of chemicals, innovating to build sustainable technologies that make automobiles more environmentally friendly, homes more energy efficient, food and clean water readily available to a growing population, and more.

Today, our Windsor, Ontario production site manufactures and distributes approximately 2,000 annual truckloads of automotive paint, chiefly to our Wyandotte, Michigan warehouse, in service to the automotive industry. Due to the current restrictions prohibiting these Class 3 Flammable Liquids on the Ambassador Bridge, we route them via the Detroit-Windsor Truck Ferry, totaling approximately 40 miles for every round-trip movement.

Related, with recent news reports about the imminent closure of the ferry, the owner confirms that after failing to secure public subsidies, he will cease operations effective September 30, 2023. We have likewise concluded that there does not appear to be an option to get public funding directed to this private operation. With this confirmation of an imminent closure of the ferry and given the current Ambassador bridge restriction, BASF will have no alternative but to extend our routing of these hazardous materials north to the Blue Water Bridge, adding an additional 300 HAZMAT miles in round trip transit for each of the 2,000 movements, which may increase the potential for safety or environmental impacts.

To that end, we are writing in support of the Detroit International Bridge Company's application to lift the restriction on Class 3 Flammable Liquids and would respectfully ask for your office's speedy review and acceptance. With the restriction lifted, BASF can route materials over the Ambassador Bridge, maintaining roughly the same 40-mile round trip incurred with the ferry. This change would thereby avoid needless exposure to the motoring public associated with the longer haul to Port Huron, and help ensure the safest, most-sustainable movement of goods.

We thank you in advance and appreciate your consideration.

Respectfully submitted,

Nils Lessmann
SVP Coatings Solutions North America
BASF Corporation

Apala Mukherjee
President
BASF Canada Inc.

BASF Corporation
26701 Telegraph Rd.
Southfield, MI 48033
Tel: (800) 526-1072
www.basf.us

BASF Canada Inc.
5025 Creekbank Rd. Bldg. A Flr. 2
Mississauga, ON L6W 0B6
Tel: (289) 360-1300
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64TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

ANDREW W. BEELER

STATE REPRESENTATIVE

PHONE: (517) 373-1795
FAX: (517) 373-5760
AndrewBeeler@house.mi.gov
www.RepBeeler.com

May 3, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

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The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

Andrew Beeler
State Representative
Michigan's 64th House District

May 4, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

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Sincerely,

A handwritten signature in blue ink, appearing to be 'KW' with a large loop, on a light blue background.

Karen Whitsett
Michigan State Representative

May 8, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

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Sincerely,

A handwritten signature in black ink, appearing to read "H. Helena Scott". The signature is fluid and cursive, with the first letter of the first name being a large, stylized capital 'H'.

Helena Scott
Michigan State Representative

May 24, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

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Sincerely,

A handwritten signature in black ink, appearing to read "Tullio Liberati", with a stylized flourish at the end.

Representative Tullio Liberati
Michigan House of Representatives
House District 2
102nd Legislature



MICHIGAN STATE SENATE
DAN LAUWERS
REPUBLICAN FLOOR LEADER

May 31, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation to approve the Detroit International Bridge Company's application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

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Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge – which is in my district – enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Lauwers", with a stylized flourish at the end.

Dan Lauwers
State Senator, 25th District

US POSTAGE

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06/09/2023 ZIP 48933
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6/12/23 LANSING MI 48933

Mr. Brad Wieferich
Director
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909



FTD-SB 48909

JOSEPH N. BELLINO JR.

STATE SENATOR, 16TH DISTRICT
P.O. BOX 30036
LANSING, MICHIGAN 48909-7536



Committees:

Transportation and Infrastructure, MVC
Energy and Environment
Regulatory Affairs

May 3, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

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Sincerely,



Michigan Senate

Joseph N. Bellino Jr.

State Senator
16th District

P.O. Box 30036
Lansing, MI 48909-7536
Phone: (517) 373-5932
Fax: (517) 373-5944
senjbellino@senate.michigan.gov



GRAND RAPIDS MI 49507

21 JUN 2023 PM 1 42

Mr. Brad Wiefelich
P.O. Box 30050
Lansing, MI 48909

REPUBLICAN FLOOR LEADER
BRYAN POSTHUMUS
STATE REPRESENTATIVE, 90TH DISTRICT
P.O. BOX 30014
LANSING, MI 48909-7514



90TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES
BRYAN POSTHUMUS
REPUBLICAN FLOOR LEADER

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www.RepPosthumus.com

June 20, 2023

Mr. Brad Wiefelich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wiefelich,

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Sincerely,

Bryan Posthumus



63RD DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

JAY DEBOYER
STATE REPRESENTATIVE

PHONE: (517) 373-1787
FAX: (517) 373-9119
JayDeBoyer@house.mi.gov

May 22, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

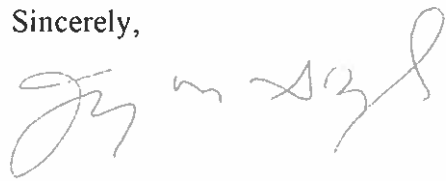
MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

“The applicable departments have carefully reviewed all aspects pertaining to each department’s technical requirements of [the Ambassador Bridge’s] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT’s approval.”

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jay DeBoyer", with a stylized flourish at the end.

Jay DeBoyer
State Representative
MI House District 63



35TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

ANDREW FINK

STATE REPRESENTATIVE

PHONE: (517) 373-1788
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AndrewFink@house.mi.gov
www.RepFink.com

May 18, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

Thank you for taking the time to consider this letter urging the Michigan Department of Transportation (MDOT) to approve the application submitted by the Detroit International Bridge Company (DIBC) to allow the transportation of hazardous materials along new routing designations in Wayne County. As MDOT itself has recommended granting permission to carry Class 3 and Class 8 hazardous materials across the Ambassador Bridge with pilot escort vehicles, I believe that DIBC's proposal is reasonable.

As services provided by Detroit-Windsor Truck Ferry will be discontinued in September of this year and Class 3 and Class 8 materials cannot currently be transported across the Ambassador Bridge, gasoline products and battery acids will potentially have to be transported an additional 60 miles. This will cause gasoline products from refineries in Detroit and Romulus to be on state streets for far longer.

Both a 2012 MDOT study and a 2021 memorandum issued by the Detroit Buildings, Safety Engineering, and Environmental Department (BSEED), Detroit Police and Fire, Homeland Security, and the Detroit Public Health Department indicate either no opposition to or support for allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge. Additionally, since MDOT's 2012 study, fire suppression and water retention systems have been added to the Ambassador Bridge and trucks have been provided direct access to enter and exit the bridge from the highway through the Gateway Project.

MDOT would enhance public safety by allowing trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge. With that in mind, I urge MDOT to approve DIBC's application for new routing designations.

Sincerely yours,

A handwritten signature in black ink, appearing to read "A. Fink", is written over a horizontal line.

Andrew Fink
State Representative
Michigan's 35th District



THE SENATE
STATE OF MICHIGAN

KEVIN HERTEL

12TH DISTRICT

P.O. BOX 30036

LANSING, MI 48909-7536

PHONE: (517) 373-7315

FAX: (517) 373-3126

senkhertel@senate.michigan.gov

April 20, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

“The applicable departments have carefully reviewed all aspects pertaining to each department’s technical requirements of [the Ambassador Bridge’s] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT’s approval.”

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Hertel", written in a cursive style.

Kevin Hertel
State Senator
District 12



58TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

NATE SHANNON

STATE REPRESENTATIVE

PHONE: (517) 373-1794
FAX: (517) 373-5768
NateShannon@house.mi.gov

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

April 19th, 2023

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (<https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response-Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf>) stating:

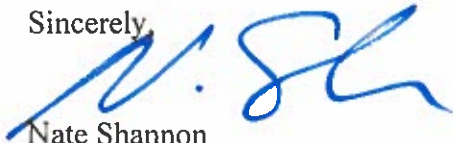
"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request



to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,



Nate Shannon

Chair of Transportation, Mobility, and Infrastructure
Michigan House of Representatives – House District 58

“The applicable departments have carefully reviewed all aspects pertaining to each department’s technical requirements of [the Ambassador Bridge’s] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT’s approval.”

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,



Rep. Luke Meerman
89th District



LUKE MEERMAN
STATE REPRESENTATIVE, 89TH DISTRICT
P.O. BOX 30014
LANSING, MI 48909-7514

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Mr. Brad Wieferrich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909



89TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

LUKE MEERMAN

STATE REPRESENTATIVE

PHONE: (517) 373-0838
FAX: (517) 373-9830
LukeMeerman@house.mi.gov
www.RepMeerman.com

June 6, 2023

Mr. Brad Wieferrich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferrich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT’s own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT’s 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (<https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response-Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf>) stating:



95TH DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

BILL G. SCHUETTE

STATE REPRESENTATIVE

PHONE: (517) 373-0152
FAX: (517) 373-8738
BillSchuette@house.mi.gov

May 3, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf) stating:

“The applicable departments have carefully reviewed all aspects pertaining to each department’s technical requirements of [the Ambassador Bridge’s] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT’s approval.”

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Best,

A handwritten signature in blue ink that reads "Bill G. Schuette". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Bill G. Schuette
State Representative
95th House District



May 4, 2023

Mr. Brad Wieferich
Director
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding specific hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

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On January 13, 2021, Detroit BSEED, Detroit Police and Fire, Homeland Security, and the Detroit Public Health Department issued a memorandum (<https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response-Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf>) stating:

"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues and held meetings with [the

"Safer communities through effective, professional law enforcement."

Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in black ink, appearing to read "Raphael Washington". The signature is fluid and cursive, with the first name "Raphael" written in a larger, more prominent script than the last name "Washington".

Raphael Washington
Wayne County Sheriff